

BookletChart™

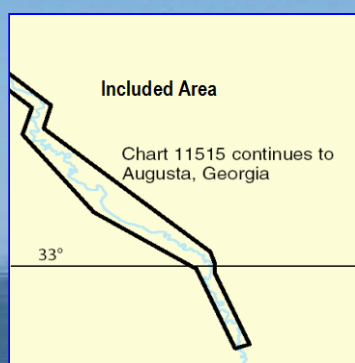


Savannah River – Brier Creek to Augusta

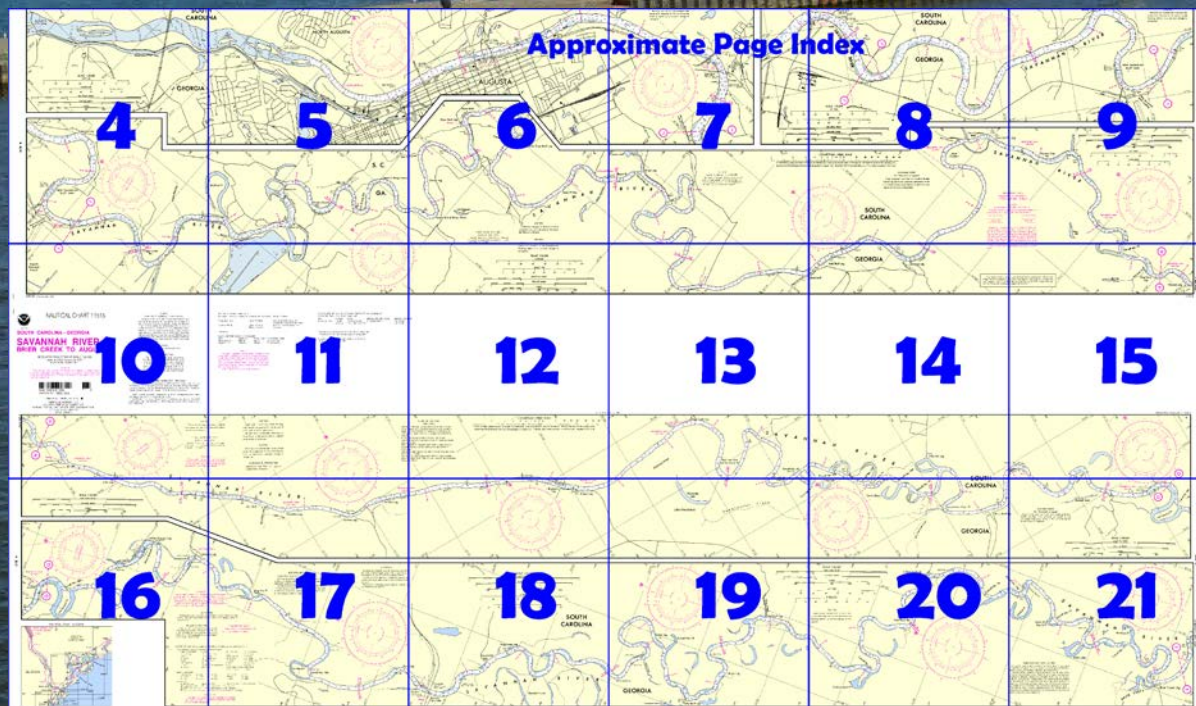
NOAA Chart 11515

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11515>.



(Selected Excerpts from Coast Pilot)

The Savannah River above Savannah is navigable to the city of **Augusta**, 172 miles (198 statute miles) above the mouth. A Federal project provides for a 9-foot channel over a width of 90 feet from near U.S. Route 17 highway bridge, 18.8 miles (21.6 statute miles) above the mouth, to Augusta. (See Notice to Mariners and latest editions of the charts for controlling depths.) Daybeacons mark some of the shoal and critical spots in the river, but the

best guide for the mariner is the use of the chart to carry the best water. The river is swift and tortuous; daybeacons are sometimes carried away.

Numerous foul areas exist near the shore, and floating debris is a constant danger to navigation. Local knowledge is advised. The freshet variation above the normal pool level of the **New Savannah Bluff Lock and Dam**, 162.7 miles (187.2 statute miles) above the mouth, is about 13 feet ordinarily, with an extreme of 34 feet. The lock is 360 feet long, 56 feet wide, and has a depth over the lower miter sill of 10 feet. The depth over the upper miter sill at normal pool level is 13½ feet; the vertical lift is 15 feet. Anyone desiring lockage must contact the lock operator at least 24 hours in advance at the New Savannah Bluff Lock and Dam Office, 706-798-4644, or the James B. Messerly Wastewater Treatment Plant, 706-793-1691. Calls to either location should be made between 0800 and 1630, Monday through Friday, except on designated holidays for City of Augusta offices. The lock will be operated seven days a week between the hours of 0800 and sunset on appointment. There is no navigation lock in the dam about 4 miles above Augusta.

Bridges.—Between U.S. Route 17 highway bridge and the lock and dam, the limiting clearances of the drawbridges are 7 feet, and 27 feet for the fixed bridges. Between the lock and the head of navigation the limiting drawbridge clearances are 12 feet and the fixed bridges 26 feet at normal pool level. The bridgetender of the railroad bridge at Clyo, about 53 miles above the mouth, monitors VHF-FM channel 16 and works on channel 13; call sign, WKB-679. (See **117.1 through 117.59, 117.371, and 117.937**, chapter 2, for drawbridge regulations.) Overhead power cables with clearances of 76 feet and 53 feet cross the river 169.7 miles (195.3 statute miles) and 174.8 miles (201.1 statute miles) above the mouth. There are numerous landings between Savannah and Augusta without wharves or rail connections. At New Savannah Bluff Lock, fuel, supplies, and services can be arranged for by telephone. Fuel, supplies, and services are available at Augusta.

The southerly latitude and maritime exposure influence the climate of this coast. Winters are mild and short. Polar air masses are moderated although unusually strong, cold air outbreaks can cause foggy conditions along the coast. Cold spells seldom last more than 2 or 3 days. The occasional winter storm results in strong winds and rough seas from October through April. Waves of 8 feet (2.4 m) or more are reported about 20 to 30 percent of the time in deep water, but gales occur less than 1 percent of the time. However, winds of 40 to 50 knots have been recorded in all of these months.

From May through September peak winds offshore are usually in the 30- to 40-knot range, although they could climb higher in a severe thunderstorm or tropical cyclone. Despite the low latitude, tropical cyclones are infrequent along this coast. They are most likely from June through October and one can be expected to move through some part of Georgia each year, usually from the Gulf of Mexico. This fact holds coastal effects to a minimal. The most dangerous are those from the east through south. Because this portion of the coast lies parallel to the mean track of most recurving storms, the incidence of coastal crossing tropical cyclones is extremely low. In addition to strong winds, high tides and rough seas, these storms can trigger torrential rains, severe thunderstorms and even tornadoes or waterspouts. In general, however, summers are warm but a persistent cooling sea breeze is usually present from afternoon into the early evening. Showers and thunderstorms are common along this coast and can reduce visibilities for brief periods. Obstructions to visibilities are most likely to be caused during winter and early spring by fog.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

Table of Selected Chart Notes



PROHIBITED AREA
Regulations are contained in
10 CFR, parts 860.1 to 860.5.

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CFR, parts 860.1 to 860.5.

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Temporary changes or defects in aids to
navigation are not indicated on this chart.
See Notice to Mariners.

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Temporary changes or defects in aids to
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See Notice to Mariners.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not
open to a full upright or vertical position, un-
limited vertical clearance is not available for
the entire charted horizontal clearance.

WARNING
The prudent mariner will not rely solely
on any single aid to navigation, particularly
on floating aids. See U.S. Coast Guard Light
List and U.S. Coast Pilot for details.

CAUTION
Mariners are warned that numerous foul
areas exist adjacent to the shoreline and
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CAUTION
Small craft should stay clear of large
commercial and government vessels even if
small craft have the right-of-way.

All craft should avoid areas where the skin
divers flag, a red square with a diagonal
white stripe, is displayed.

HORIZONTAL DATUM
The horizontal reference datum of this chart
is North American Datum of 1983 (NAD 83), which
for charting purposes is considered equivalent
to the World Geodetic System 1984 (WGS 84).
Geographic positions referred to the North
American Datum of 1927 must be corrected an
average of 0.535" northward and 0.586" eastward
to agree with this chart.

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POLLUTION REPORTS
Report all spills of oil and hazardous sub-
stances to the National Response Center via
1-800-424-8802 (toll free), or to the nearest U.S.
Coast Guard facility if telephone communication
is impossible (33 CFR 153).

SAVANNAH RIVER
Port Wentworth to Augusta
Project dimensions are 9 feet for a width of 90 feet.
Controlling depths are published periodically in the
U.S. Coast Guard Local Notice to Mariners from
reports by the Corps of Engineers.

SOUNDINGS
Soundings are in feet. Those south of New Savannah Bluff
Dam refer to the low water plane which corresponds to a
discharge at the dam of 6,100 cubic feet per second.
Soundings north of New Savannah Bluff Dam refer to the
normal pool level elevation which is 114.5 feet above Mean
Sea Level.
The Corps of Engineers project depth is 9 feet at the
established low water planes.

FACILITIES
Locations of public marine facilities are shown
by large magenta numbers with leaders and refer
to the facility tabulation.

NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 5. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning the
regulations may be obtained at the Office of the Commander,
7th Coast Guard District in Miami, Florida, or at the Office of
the District Engineer, Corps of Engineers in Charleston,
SC., or Savannah, GA.
Refer to charted regulation section numbers.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and
submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and sub-
marine cables may exist within the area of this chart.
Not all submarine pipelines and submarine cables are
required to be buried, and those that were originally buried
may have become exposed. Mariners should use extreme
caution when operating vessels in depths of water com-
parable to their draft in areas where pipelines and cables
may exist, and when anchoring, dragging or trawling.
Covered wells may be marked by lighted or unlighted
buoys.

SAVANNAH RIVER
Port Wentworth to Augusta
Project dimensions are 9 feet for a width of 90 feet.
Controlling depths are published periodically in the
U.S. Coast Guard Local Notice to Mariners from reports
by the Corps of Engineers.

OVERHEAD CLEARANCES
Bridge and overhead cable clearances are in feet.
High water clearances refer to a water plane established by
a discharge of 6,200 cubic feet per second at New Savannah
Bluff and Augusta Dams.
Low water clearances between the dams refer to the normal
pool level elevation which is 114.5 feet above Mean Sea Level.
South of New Savannah Bluff Dam low water clearances refer
to a discharge of 8,930 cubic feet per second.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall
not impede the passage of a vessel that can navigate only
within a narrow channel or fairway. Large vessels may
appear to move slowly due to their large size but actually
transit at speeds in excess of 12 knots, requiring a great
distance in which to maneuver or stop. A large vessel's
superstructure may block the wind with the result that
sailboats and sailboards may unexpectedly find themselves
unable to maneuver. Bow and stern waves can be hazardous
to small vessels. Large vessels may not be able to see small
craft close to their bows.

DISTANCES
Statute Mile distances are indicated along the Savannah
River at one mile intervals, and indicated thus:
The distances are measured from the river mouth at
32°02'05"N. latitude; 80°53'30"W. longitude [Chart 11512].
Tables for converting Statute Miles to International Nautical
Miles are given in U.S. Coast Pilot 4.

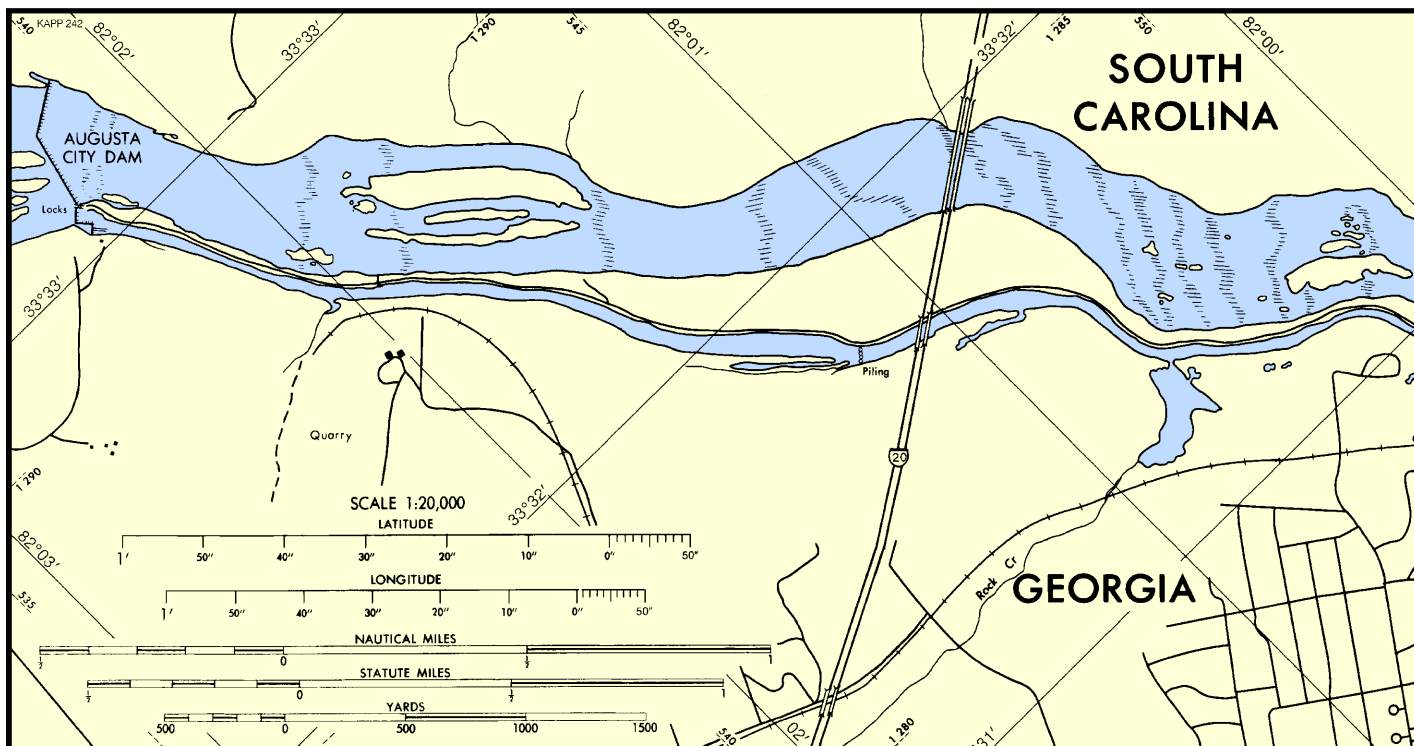
RULES OF THE ROAD
(ABRIDGED)
Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in
length, shall not hamper, in a narrow channel, the safe
passage of a vessel which can navigate only inside that
channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should
pass port to port.
When motorboats approach each other at right angles or
obliquely, the boat on the right has the right-of-way in
most cases.
Motorboats must keep to the right in narrow channels, when
safe and practicable.
Mariners are urged to become familiar with the complete
text of the Rules of the Road in U.S. Coast Guard publication
"Navigation Rules".

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the Corps of Engineers, and U.S.
Coast Guard.

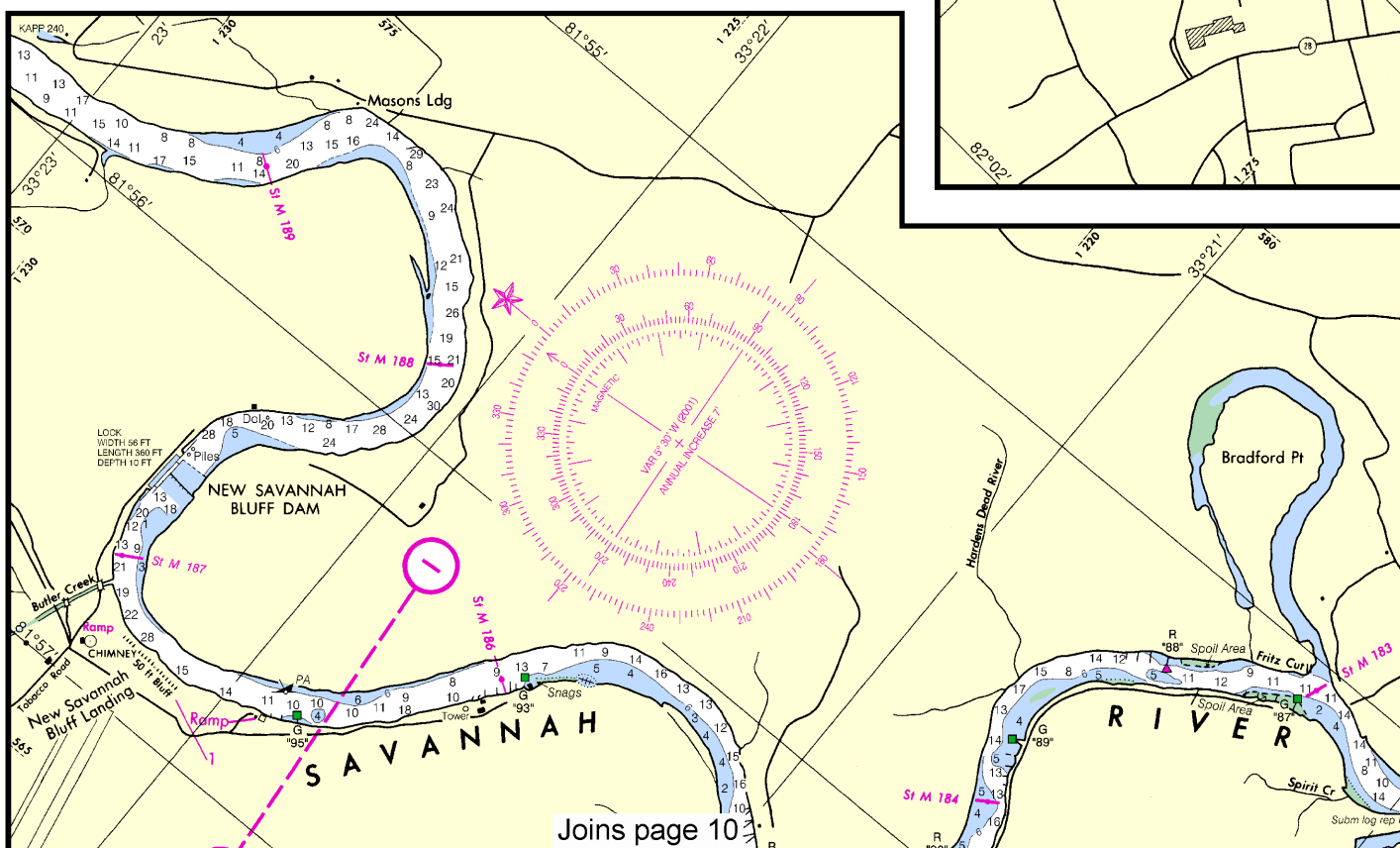
HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause
considerable damage to marine structures, aids to navigation and moored
vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual
conditions following these storms. Fixed aids to navigation may have been
damaged or destroyed. Buoys may have been moved from their charted
positions, damaged, sunk, extinguished or otherwise made inoperative.
Mariners should not rely upon the position or operation of an aid to
navigation. Wrecks and submerged obstructions may have been displaced
from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to
report aids to navigation discrepancies and hazards to navigation to the
nearest United States Coast Guard unit.

PUBLIC BOATING INSTRUCTION PROGRAMS
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary
(USCGAUX), national organizations of boatmen, conduct extensive boating in-
struction programs in communities throughout the United States. For information
regarding these educational courses, contact the following sources:
USPS - Local Squadron Commander or USPS Headquarters, Post Office
Box 30423, Raleigh, N. C. 27612, 919-821-0281.
USCGAUX - 7th Coast Guard District, 909 Southwest 1st Ave., Miami, FL
33131-3050. Tel. 305-350-5697 or USCG Headquarters (G-BAU), Washington,
D.C. 20593-0001.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical G green Mo morse code R TR radio tower
Al alternating IQ interrupted quick N nun Rot rotating
B black Iso isophase OSBC obscured s seconds
Bn beacon LT lighthouse Oc occulting SEO sector
C can M nautical mile Or orange St M statute miles
DIA diaphone m minutes Q quick VO very quick
F fixed MICRO TR microwave tower R red W white
Fl flashing Mkr marker Ra Ref radar reflector WHIS whistle
R Bn radiobeacon Y yellow
Bottom characteristics:
Blds boulders Co coral gy gray Oys oysters so soft
bk broken G gravel h hard Rk rock Sh shells
Cy clay Grs grass M mud S sand sy sticky
Miscellaneous:
AUTH authorized Oastn obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

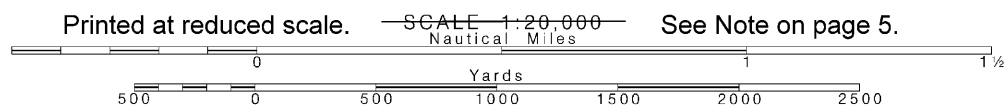


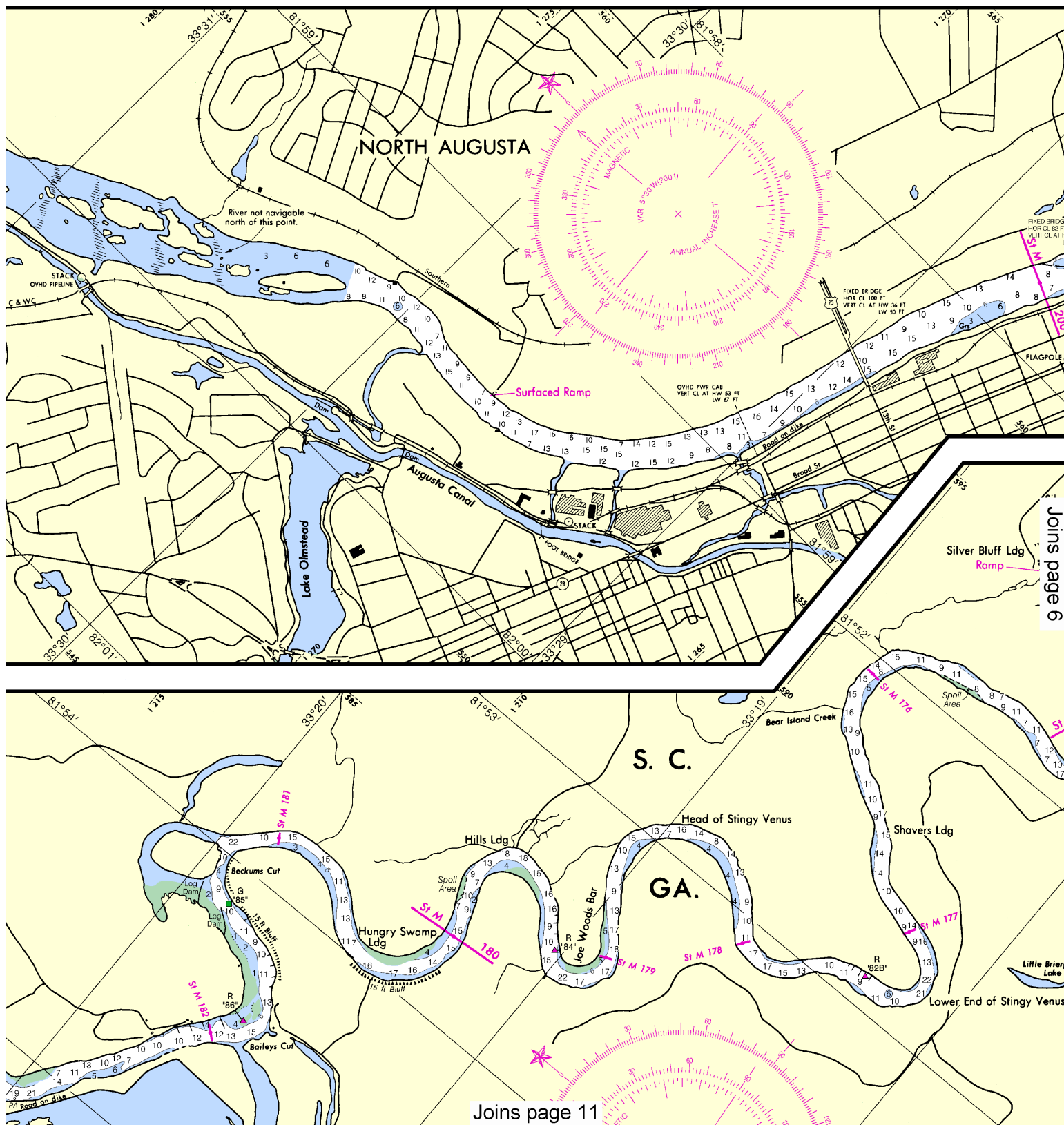
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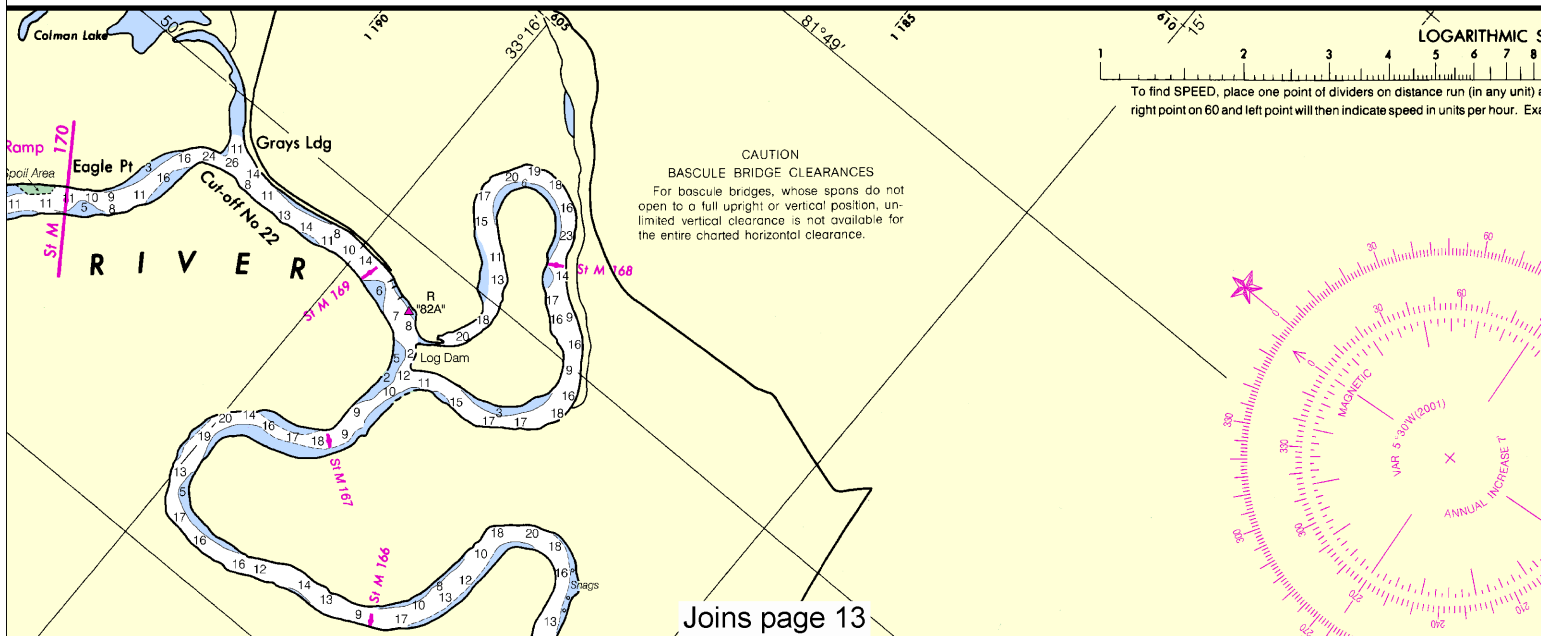
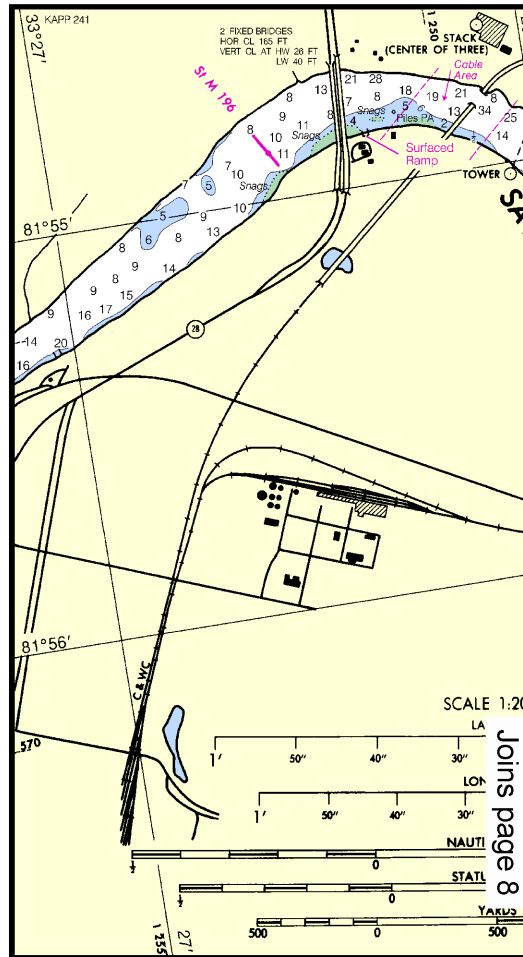
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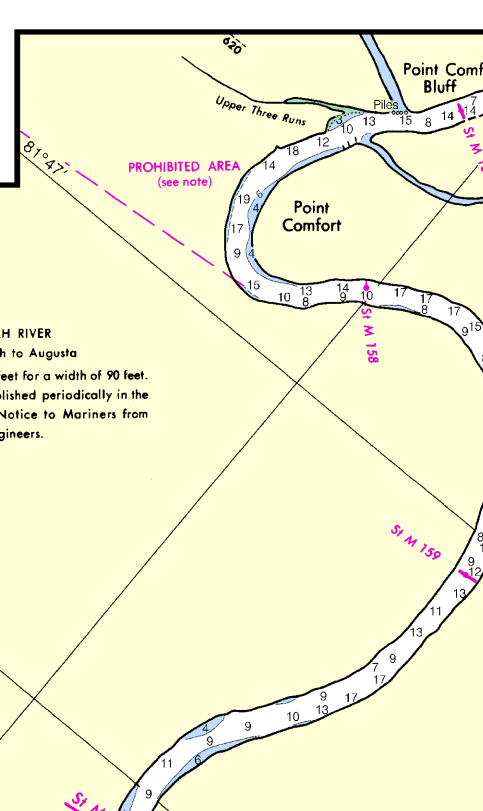
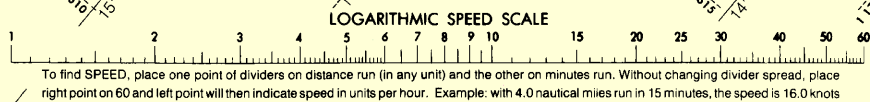
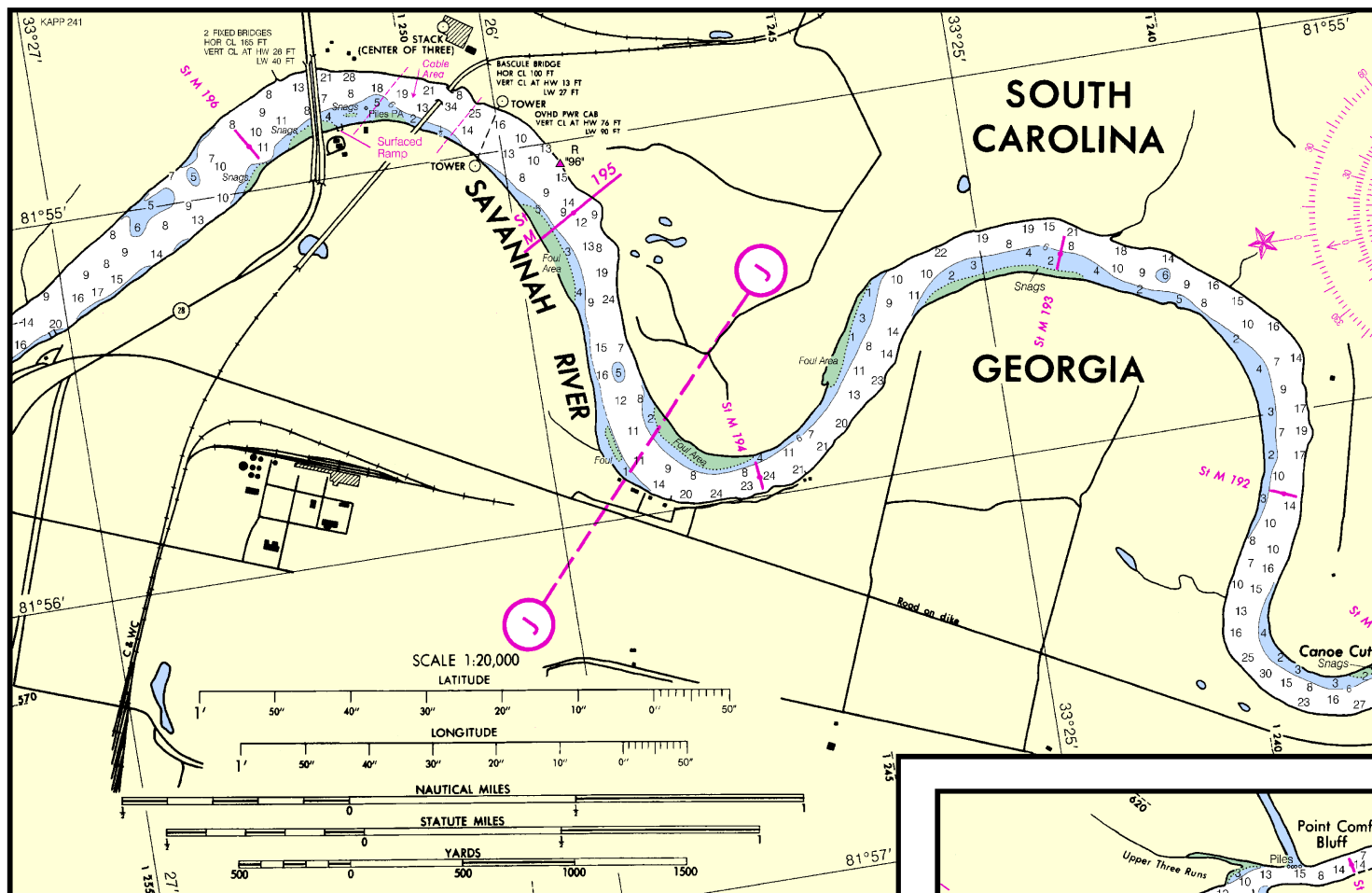
Note: Chart grid lines are aligned with true north.





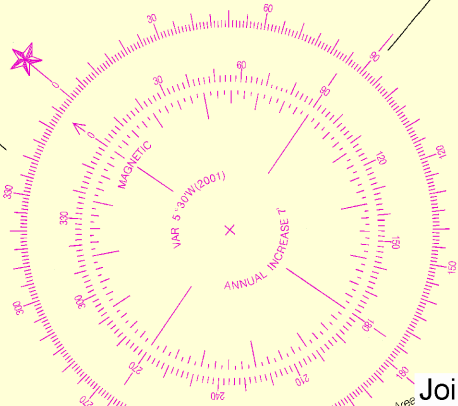
This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:28571. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.





SAVANNAH RIVER
Port Wentworth to Augusta

Project dimensions are 9 feet for a width of 90 feet.
Controlling depths are published periodically in the
U.S. Coast Guard Local Notice to Mariners from
reports by the Corps of Engineers.



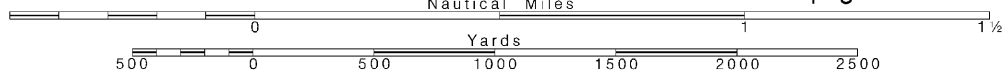
Joins page 14

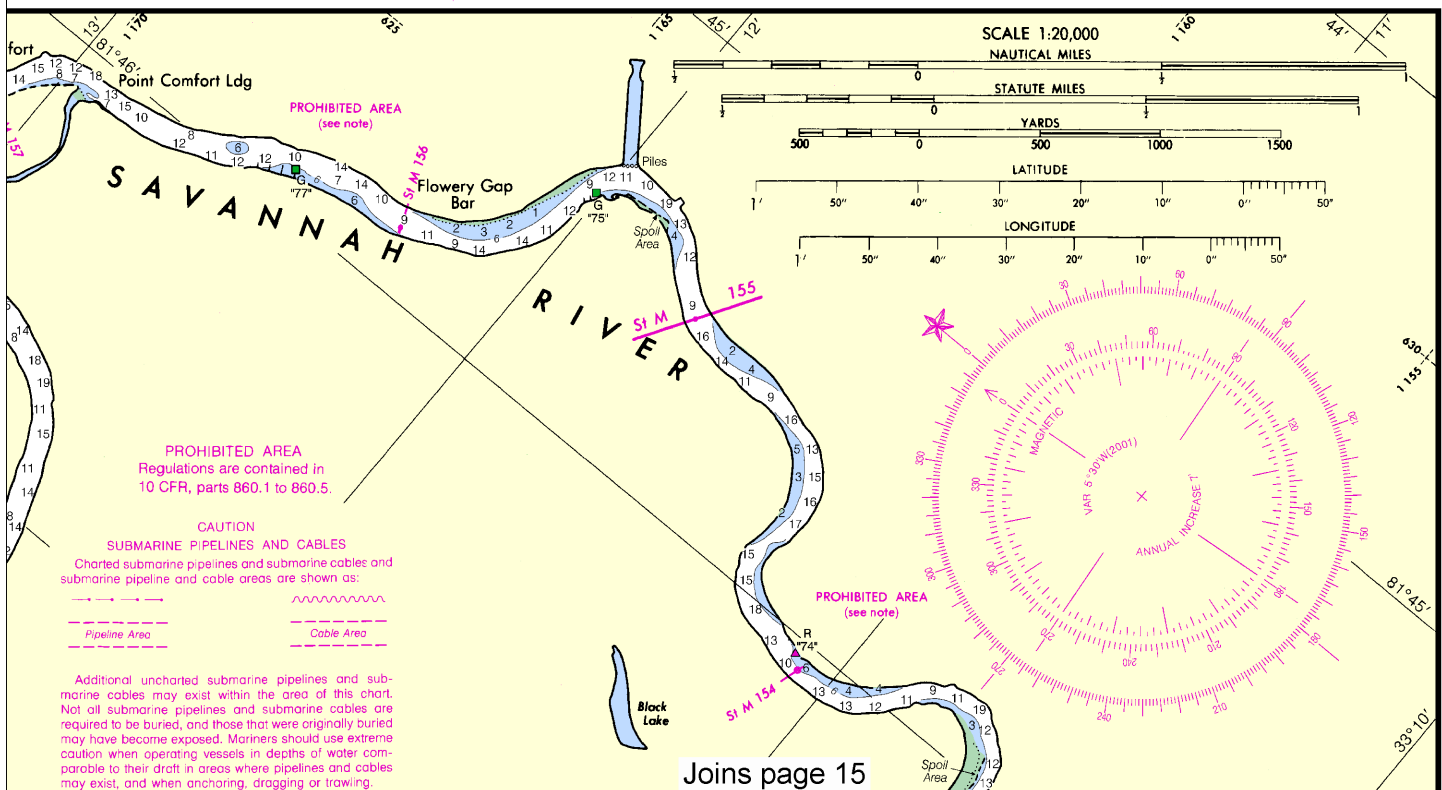
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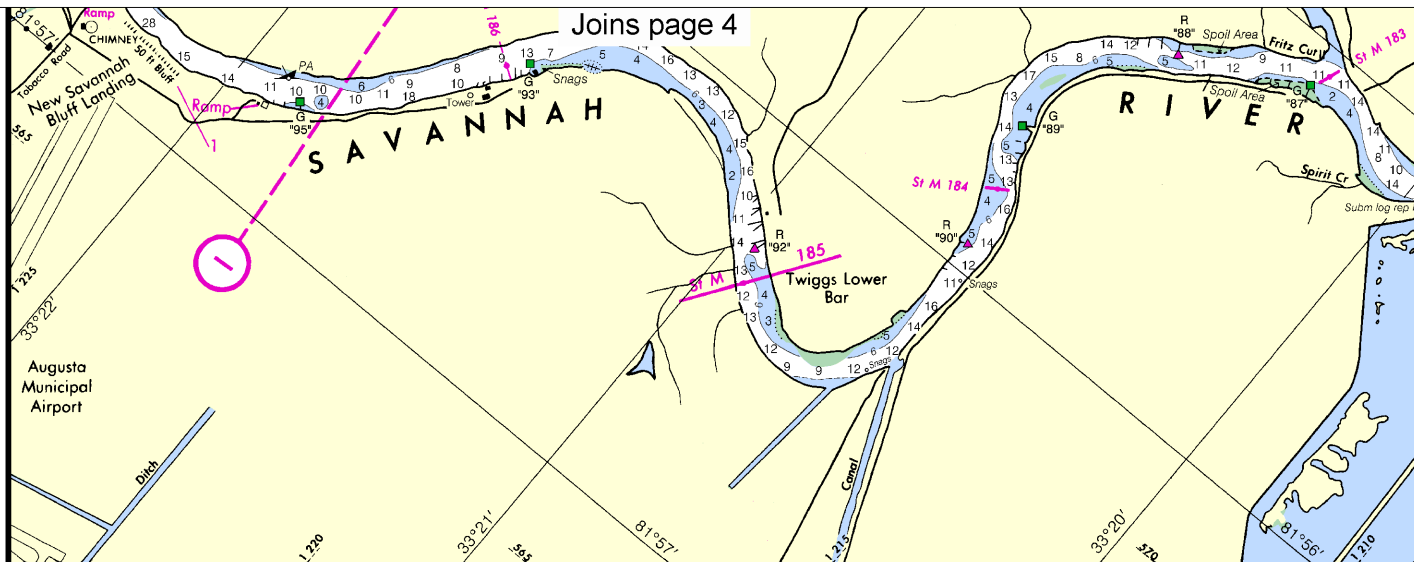
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







11515 17th Ed., Nov. 17/01



NAUTICAL CHART 11515

SOUTH CAROLINA - GEORGIA SAVANNAH RIVER BRIER CREEK TO AUGUSTA

MERCATOR PROJECTION AT SCALE 1:20,000
North American Datum of 1983
(World Geodetic System 1984)

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.



NSN 7642014010269
NIMA STOCK NO. 11XHA11515



ED. NO. 17

Chart 11515 17th Ed., Nov. 17/01

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

CAUTION

WARNINGS CONCERNING LARGE VESSELS

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HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.535' northward and 0.596' eastward to agree with this chart.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

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USCGAUX - 7th Coast Guard District, 909 Southwest 1st Ave., Miami, FL 33131-3050. Tel. 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

MARINE WEATHER
NATIONAL WEATHER

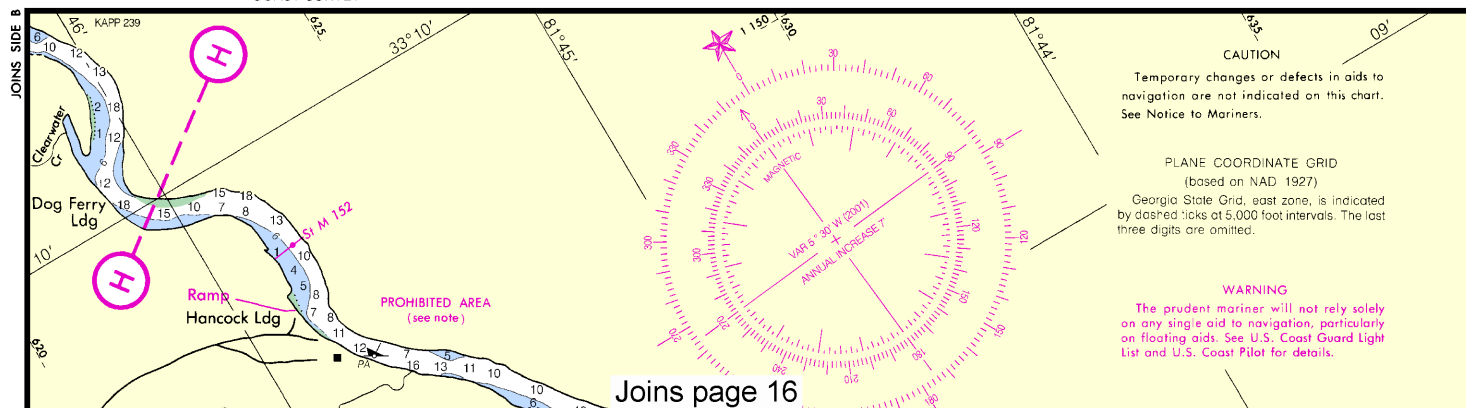
Charleston, S.C.

Jacksonville, FL

*Recorded

NOAA WEATHER RA
CITY
Savannah, Ga.
Augusta, Ga.

Navigation regulati
Coast Pilot 5. Addition
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regulations may be obta
7th Coast Guard Distric
of the District Engineer,
SC., or Savannah, GA
Refer to charted re



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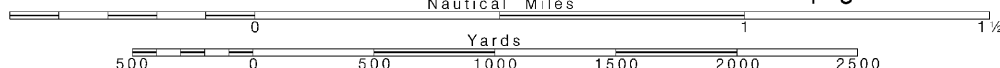
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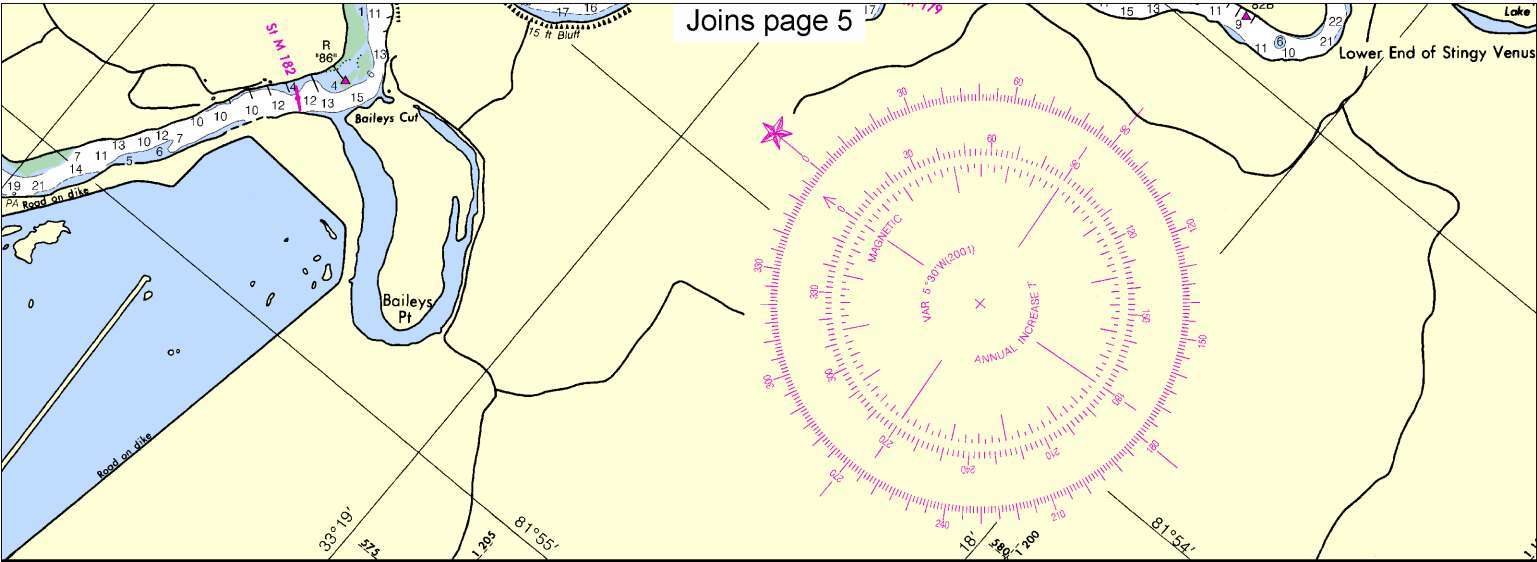
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





FORECASTS	
SERVICE TELEPHONE NUMBERS	OFFICE HOURS
(843) 747-5859	9:00 AM-5:00 PM (Mon - Fri)
	Recorded forecast only at other times
(904) 741-4370	8:30 AM - 5:00 PM (Mon - Fri)
*(904) 741-4311	24 hours

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS				
CITY	STATION	FREQ.	BROADCAST TIMES-EST	SPECIAL WARNING
Charleston, S.C.	NMB (USCG)	*2670 (A3H) kHz *157.1 MHz (Ch.22)	11:20 AM & PM +	*On receipt *On receipt

*Preceded by announcement on 2182 kHz and 156.8 MHz
+ Broadcast on hour later during Daylight Saving Time

RADIO BROADCASTS		
STATION	FREQ. (kHz)	BROADCAST TIMES
KEC 85	162.40	24 hours daily
WXK-54	162.55	24 hours daily

Distress calls for small craft are made on 2182 kHz or
channel 16 (156.80 MHz) VHF.

NOTE A
ations are published in Chapter 2, U.S.
ons or revisions to Chapter 2 are pub-
Mariners. Information concerning the
ained at the Office of the Commander,
inct in Miami, Florida, or at the Office
r, Corps of Engineers in Charleston,
A.
regulation section numbers.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

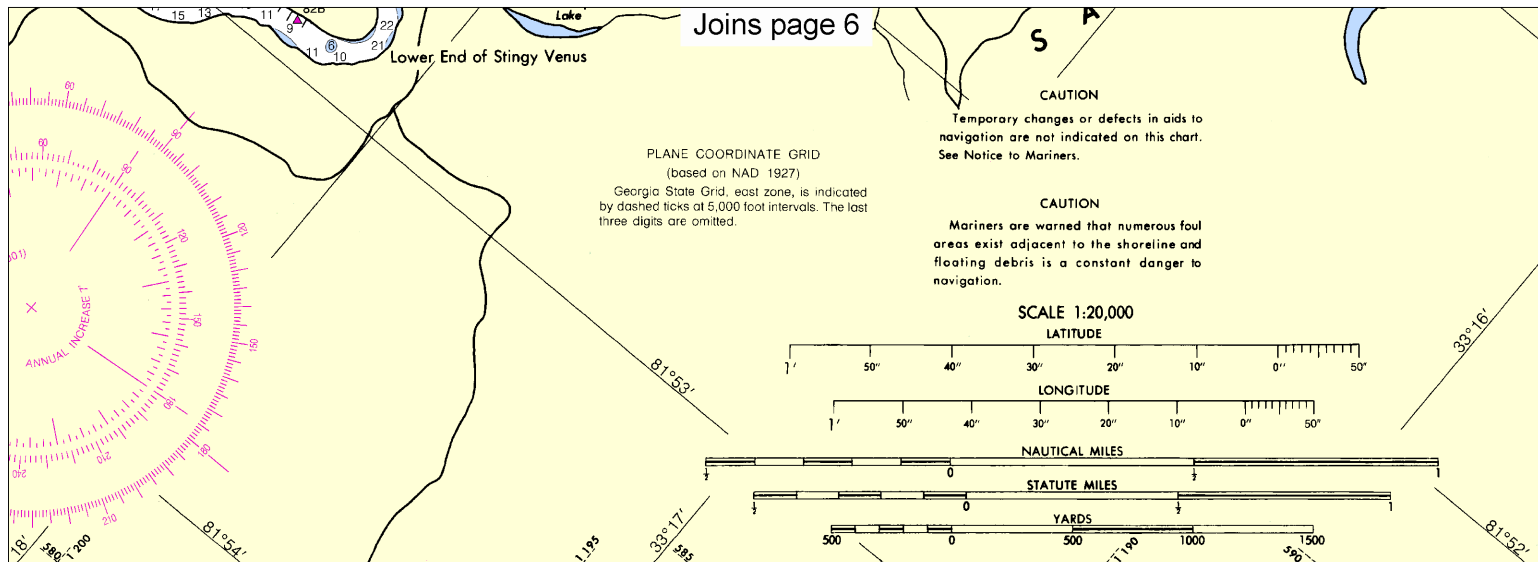
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When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels, when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".

Joins page 17

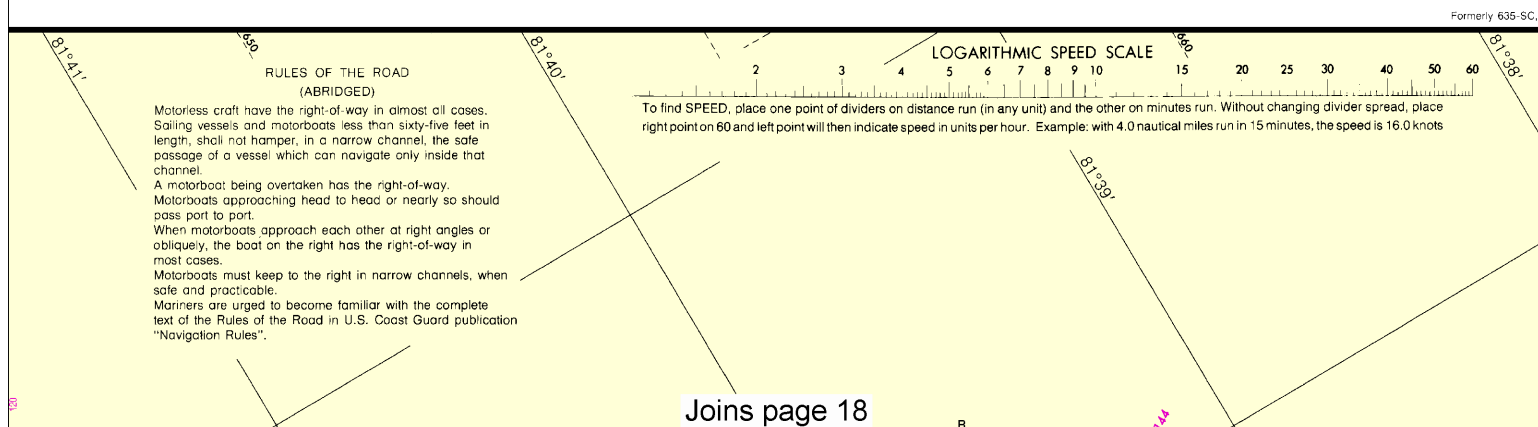


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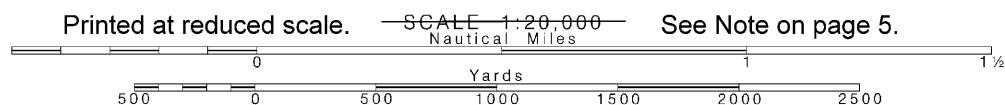
SPECIAL WARNING
*On receipt
*On receipt

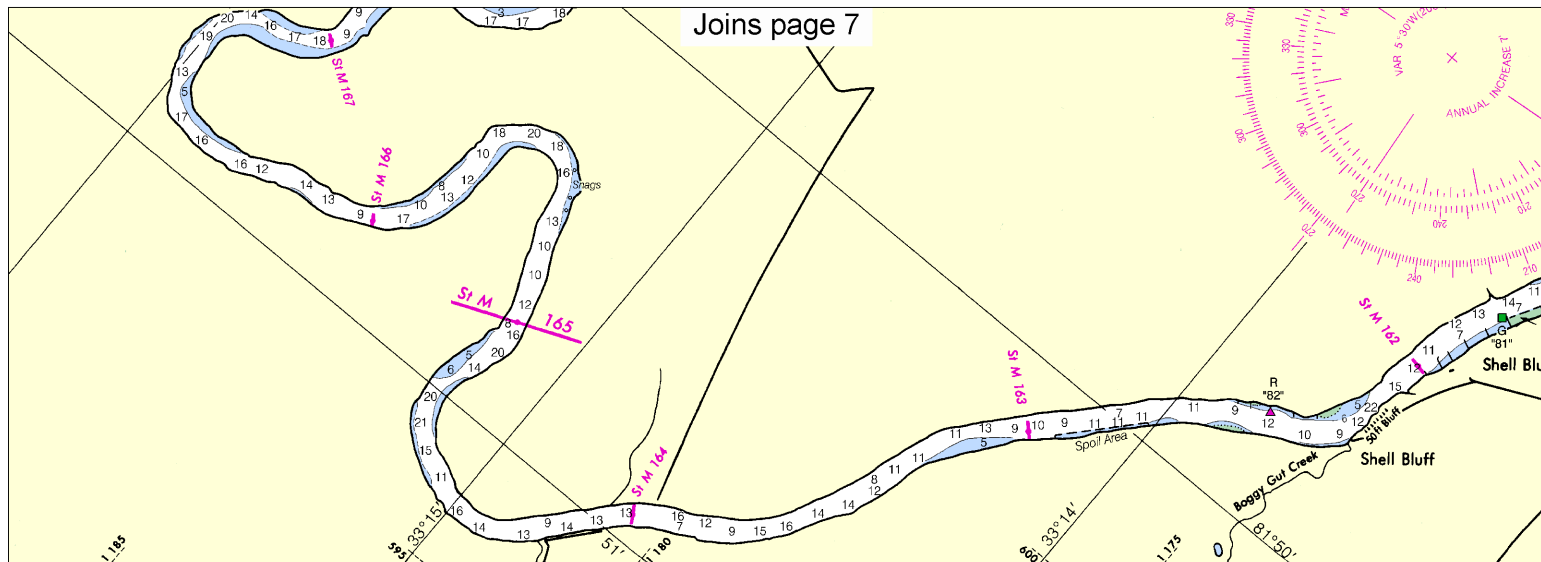
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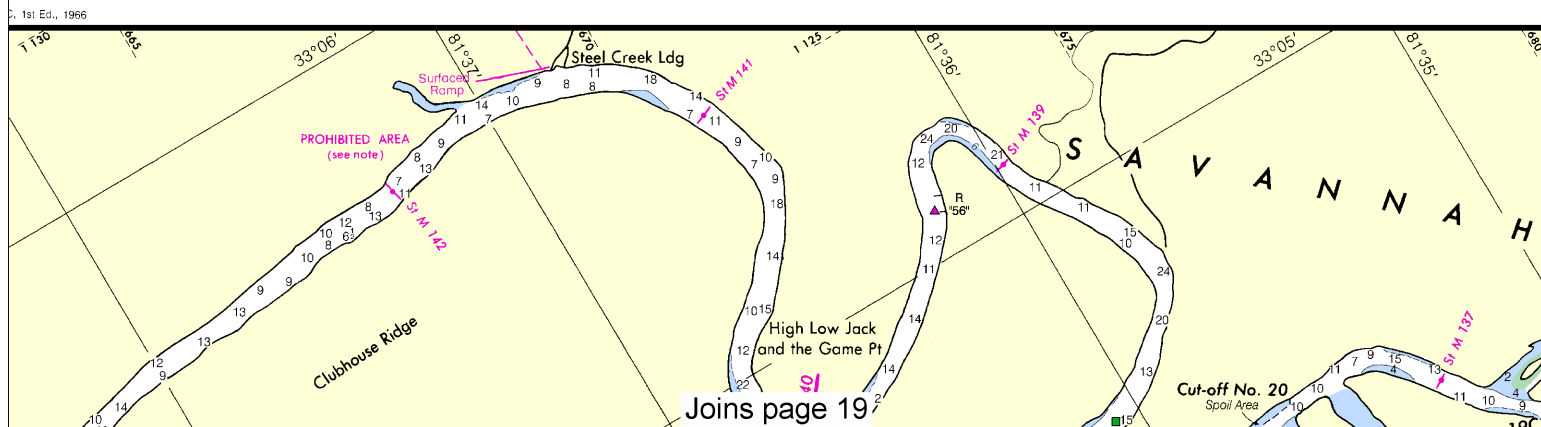
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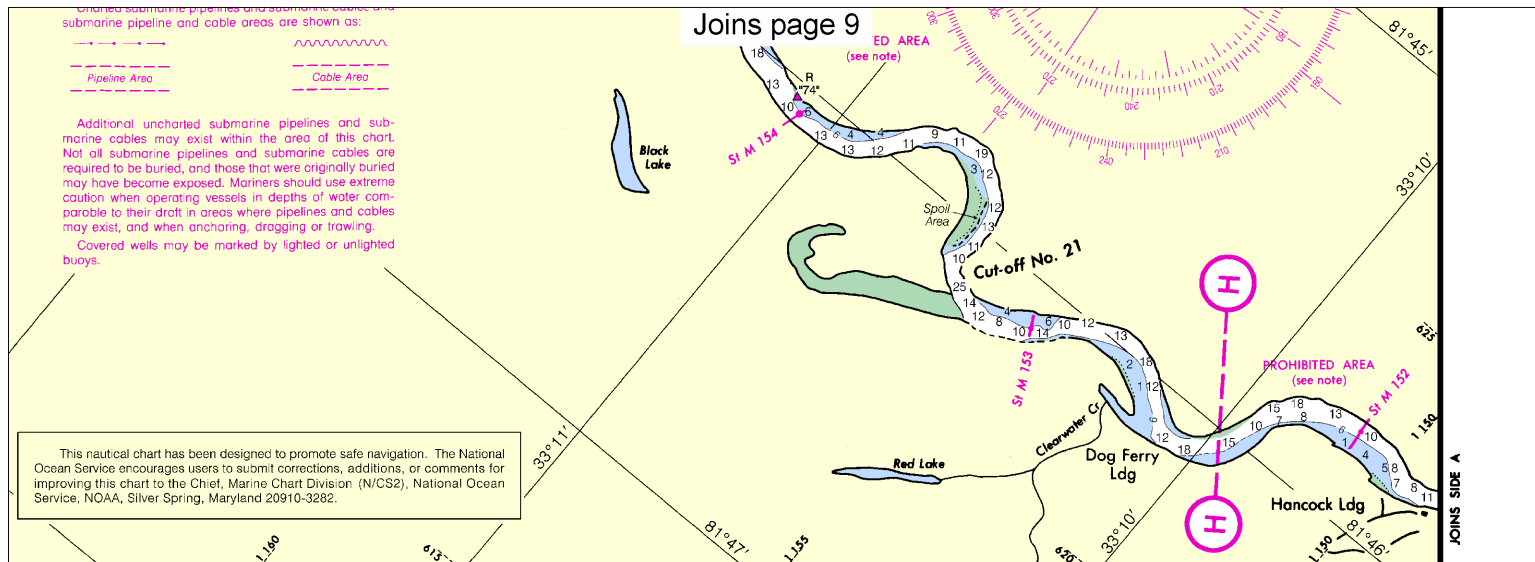
Note: Chart grid lines are aligned with true north.



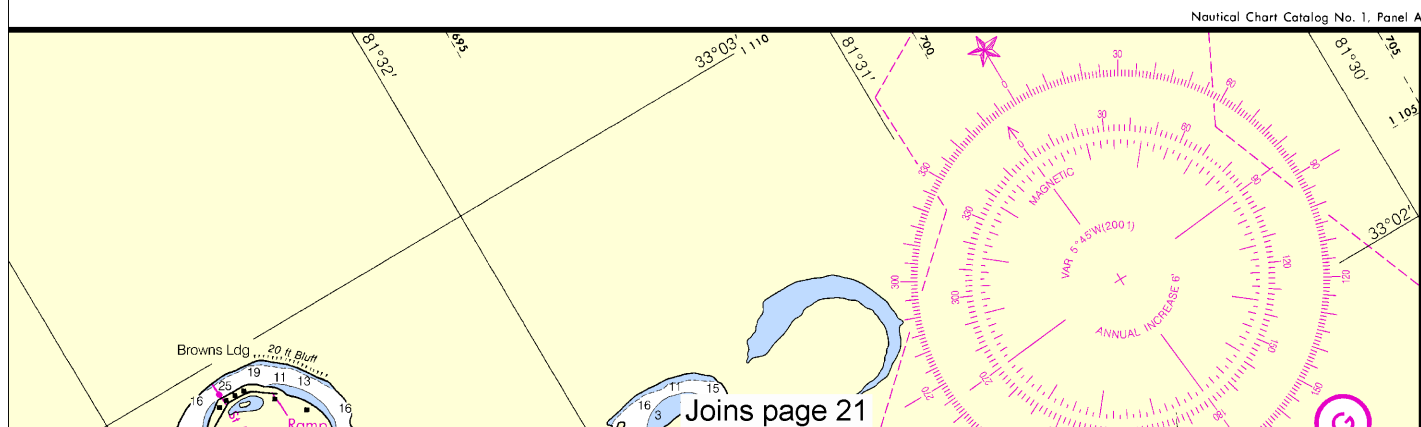


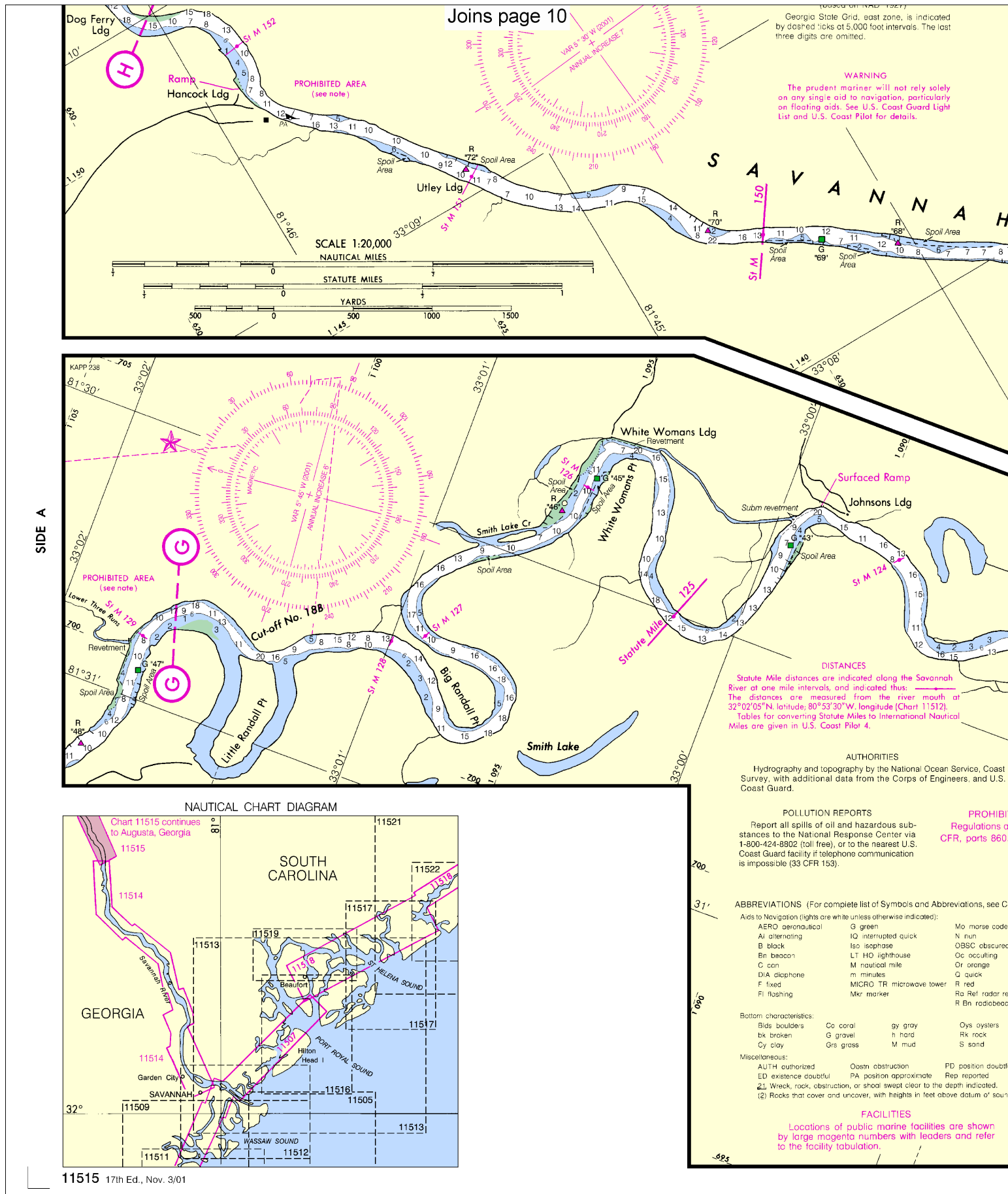
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11515





CAUTION

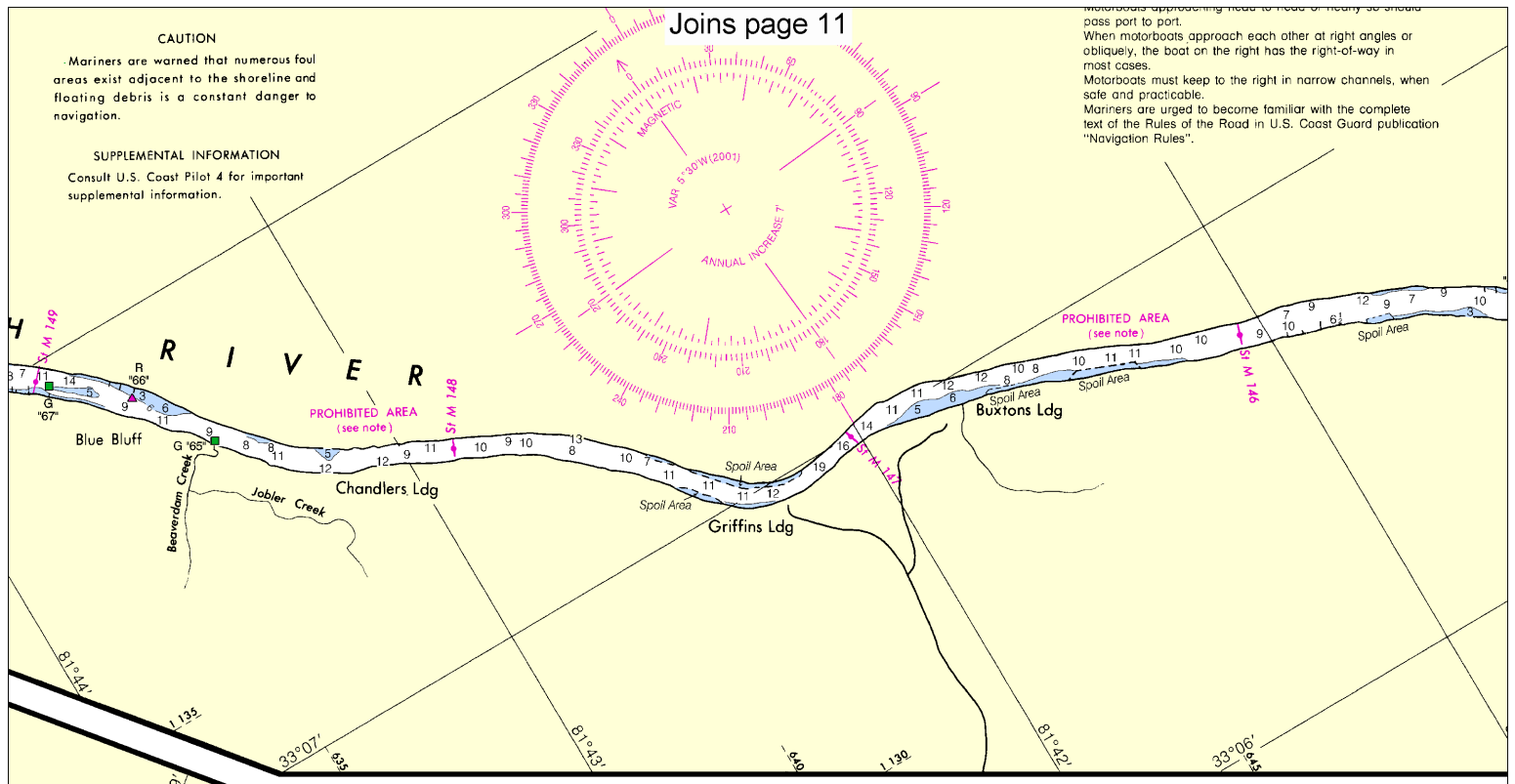
Mariners are warned that numerous foul areas exist adjacent to the shoreline and floating debris is a constant danger to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

Joins page 11

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels, when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules".



OVERHEAD CLEARANCES

Bridge and overhead cable clearances are in feet. High water clearances refer to a water plane established by a discharge of 6,200 cubic feet per second at New Savannah Bluff and Augusta Dams. Low water clearances between the dams refer to the normal pool level elevation which is 114.5 feet above Mean Sea Level. South of New Savannah Bluff Dam low water clearances refer to a discharge of 8,930 cubic feet per second.

SOUNDINGS

Soundings are in feet. Those south of New Savannah Bluff Dam refer to the low water plane which corresponds to a discharge at the dam of 6,100 cubic feet per second. Soundings north of New Savannah Bluff Dam refer to the normal pool level elevation which is 114.5 feet above Mean Sea Level. The Corps of Engineers project depth is 9 feet at the established low water planes.

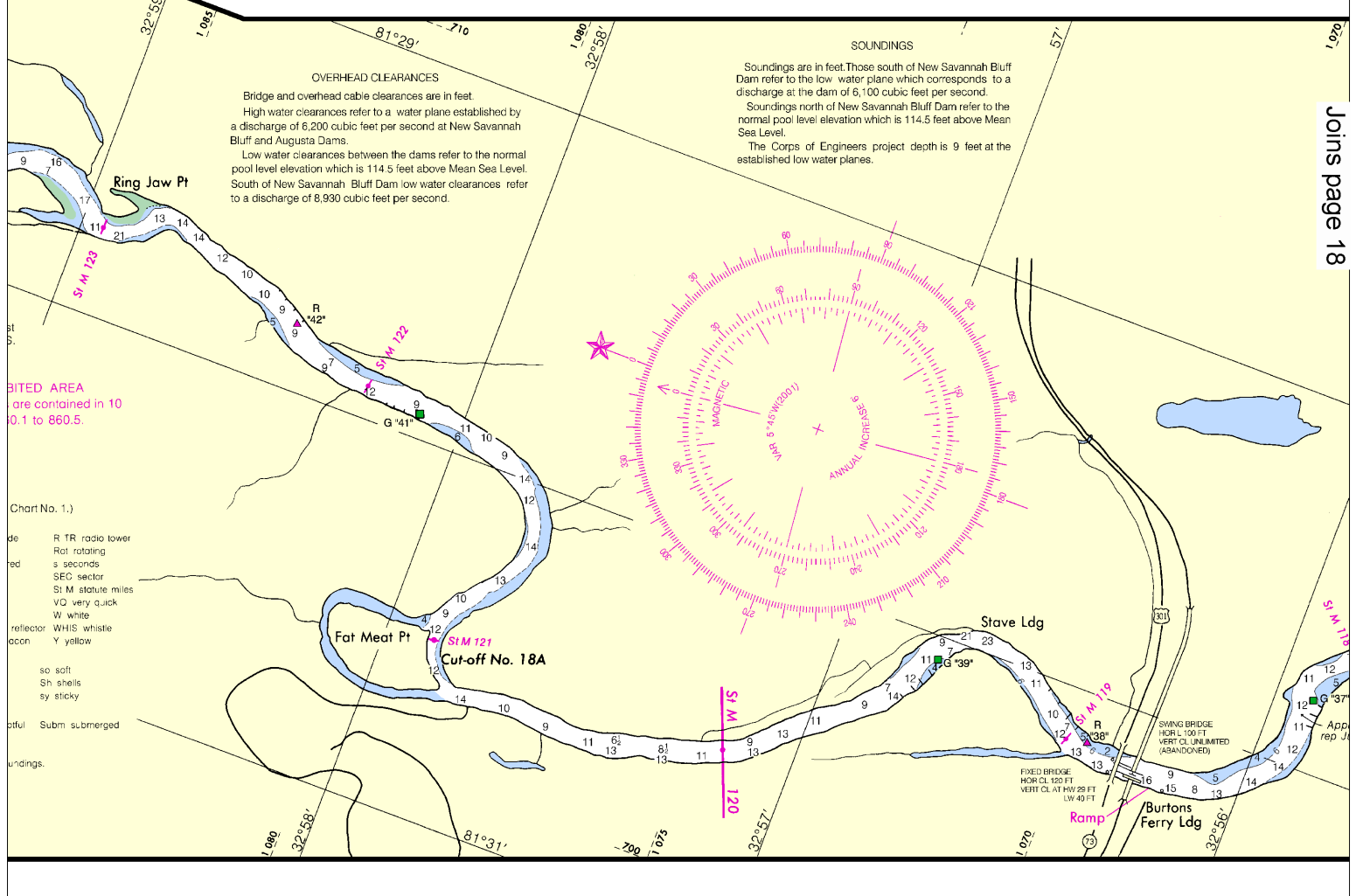
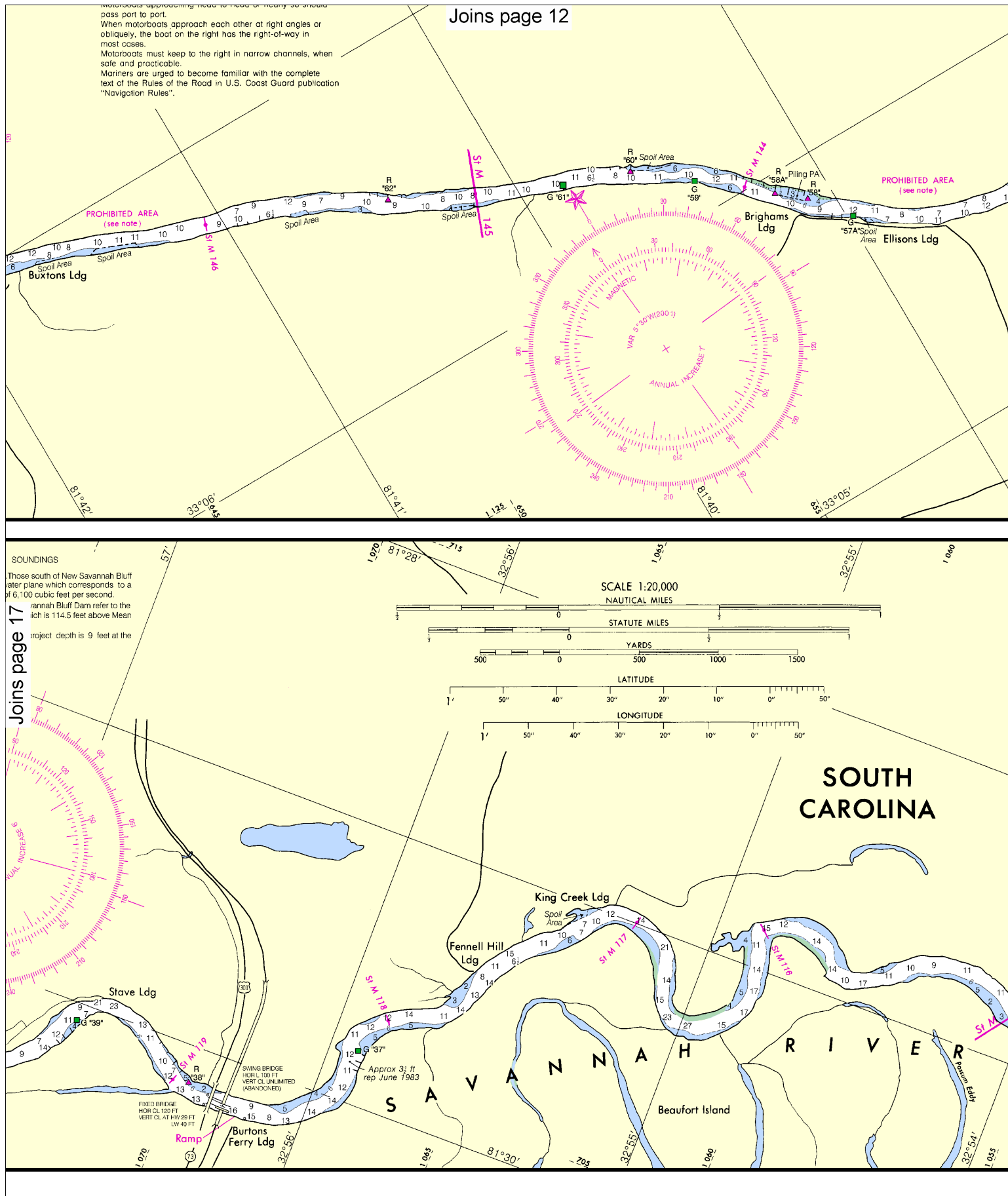


Chart No. 1.)

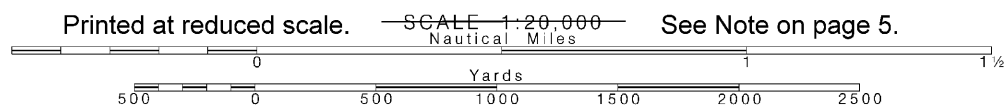
R TR radio tower
Rat rotating
SEC sector
St M statute miles
VD very quick
W white
WHIS whistle
Y yellow
so soft
Sh shells
sy sticky
Subm submerged
Soundings.

Joins page 18



18

Note: Chart grid lines are aligned with true north.



See Note on page 5.



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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